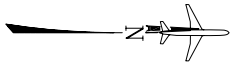
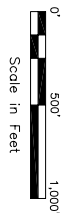


MAGNETIC DECLINATION
2° 41' 12" WEST (JULY 1999) WITH
A RATE CHANGE AT 6' 48" WEST PER YEAR



CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airport's District Office prior to construction. FAA's review takes approximately 60 days.

LEGEND

	Existing	Future
Object Free Area		
Runway Safety Area		
Object Free Zone		
Unpaved Roads		
Roads		
Property Line		
Pavement		
Long Term Pavement		
Runway Protection Zone		
Fence Line		
On-Airport Property Buildings		
RVR		
Windsock		
PAPI		
Airport Reference Point		
RW End Lights		
VASI		
RELS		
Localizer		
Glide Slope		
AMOS		
EASEMENT		
#	BUILDING	HEIGHT

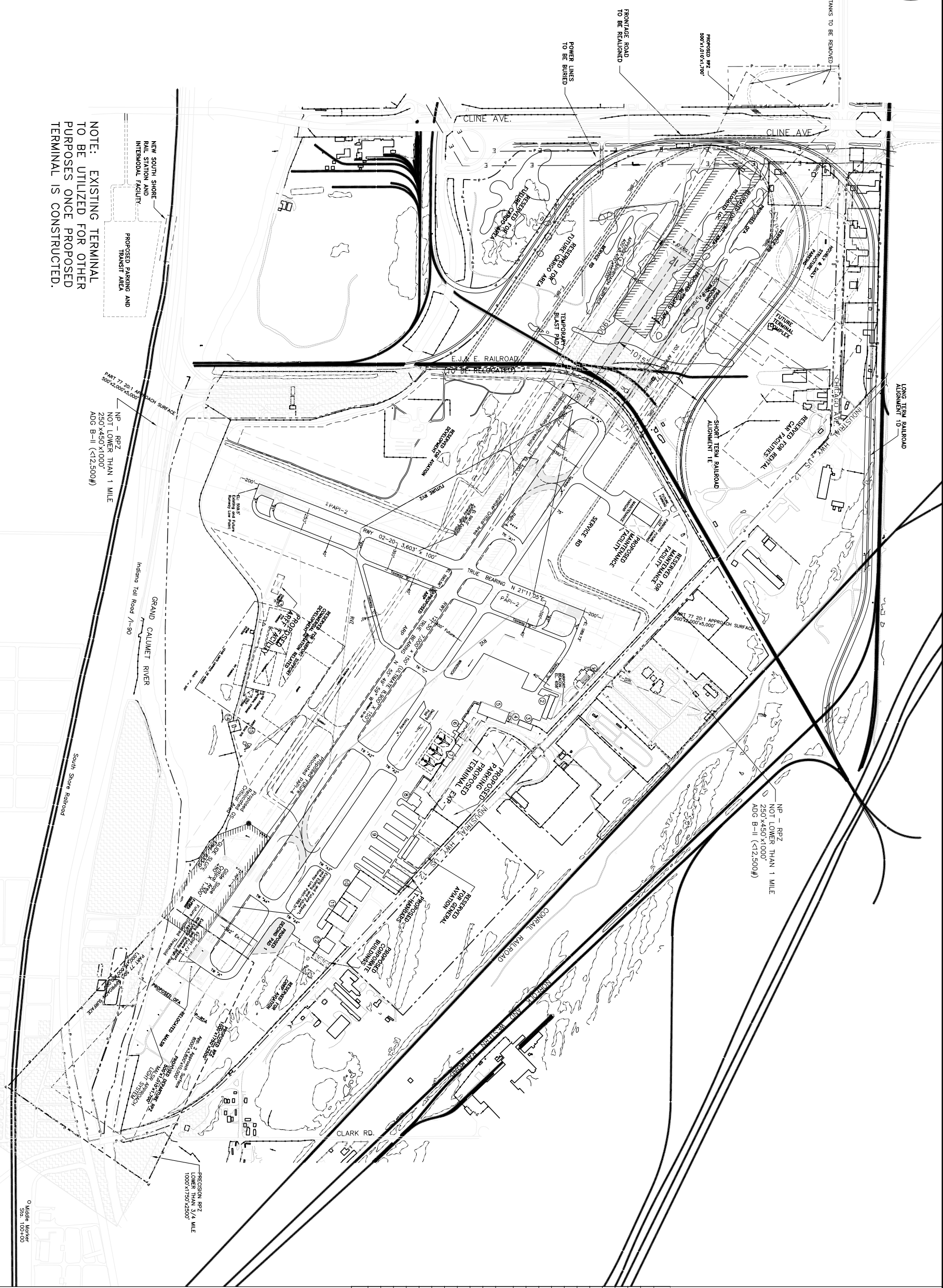
1	FUEL FARM	622' MSL
2	T-HANGAR	610' MSL
3	MAINTENANCE BUILDING	612 MSL
4	ELECTRICAL VAULT	602 MSL
5	HANGAR	627' MSL
6	ARF	613' MSL
7	TERMINAL	629' MSL
8	CITYLINK AIRLINE HANGAR	616' MSL
9	T-HANGARS	605' MSL
10	GARY JET CENTER (FBO)	620' MSL
11	BURRELL COLOUR	620' MSL
12	FOREIGN TRADE ZONE	639' MSL
13	ATCT	662' MSL
14	RCAG	667' MSL
15	AMOS	629' MSL

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE DEVELOPMENT. THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR AIRPORT STRUCTURES, FAA'S CONCERNING ARE REGULATIONS, AIRPORT ON ELECTION APPROVALS AND GENERAL INFORMATION. (ALP) OF AIRPORTS AFTER THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

DATE: 06/14/01

DRAWING NO.

3 of 14



NOTE: EXISTING TERMINAL TO BE UTILIZED FOR OTHER PURPOSES ONCE PROPOSED TERMINAL IS CONSTRUCTED.

GARY/CHICAGO AIRPORT
Cary, Indiana

PROJECT NAME
MASTER PLAN UPDATE STUDY
EXHIBIT 2-1
Airport Layout Plan

REVISED	DATE
ADDED RAILROAD ALIGNMENTS & MODIFIED SERVICE ROADS	03/06/04
MODIFIED EAST DECKING PAD	

prwork\jbsa\20171\techprod\plans\alp
xrefs: pmwork\jbsa\20171\techprod\ref files\base, shade, future